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"Hollywood is talking about the incredible interest expressed by fans and those in the industry over the Flying Saucers Film, 'Unidentifying Flying Objects' made by Clarence Greene and Russell Rouse with our Government's knowledge. It actually shows pictures of the saucers and is attracting front page and editorial attention although what the saucers are is still a mystery."

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THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

THRU UA

American Weekly April 16/61

"Flying saucers" and other unidentified flying objects are no laughing matter, says this expert—and if our brass hats don't cut out all the double-talk and start telling us the truth, the last laugh may be on us

By MAJOR DONALD E. KEYHOE

Director, National Investigations Committee on Aerial Phenomena; author of "Flying Saucers — Top Secret" (G. P. Putnam's Sons)

As told to Frances Spatz Leighton
WASHINGTON EDITOR

I hate the name "flying saucers." No saucers ever flew. Actually they are unidentified flying objects, UFOs, and if we knew what they were we would call them by their correct name.

But whatever they are, we must face the fact that there *are* such things and we must face the danger of accidental war because of them.

When we talk about "flying saucers" we are attempting to laugh away and make ridiculous a real hazard which has already cost several lives and many dollars. We cannot laugh them away, nor can we be like ostriches and pretend they aren't there.

Yet that's what the Air Force is doing—assuring the public they aren't there. The picture may change in the very near future if pleas for Congressional hearings are successful. There is a strong likelihood that the entire UFO story will be revealed to the American public at that time.

Years ago, when strangely-shaped objects were sighted in the sky, traveling with unbelievable speed and maneuverability, they could be called optical illusions, and no harm done. But in this day, when guided missiles also sweep through the skies at supersonic speeds, a case of "mistaken identity" could mean utter destruction.

Consider how dangerous it could be to ignore UFOs. Our Strategic Air Command bombers could be launched against Russia at any moment, because these strange phenomena might well be mistaken by SAC for Soviet airplanes in formation.

In minutes, hundreds of U. S. H-bombers would be heading for Russian targets, crews ready for mass reprisal. The risk of accidental war from such mistakes, by either the United States or Russia, is rapidly increasing.

And there are other dangers, too. Several newspapers and magazines have suggested that UFOs might be secret Russian machines. Russia herself could start a rumor to this effect. If the Kremlin ever planned a surprise attack, such false reports might seriously affect allied countries when the crisis came. The censorship which the Air Force now imposes on all flying saucer reports leaves the American public vulnerable to false Russian claims.

In 1946, when Russia's industry was still half wrecked from the war, a large rocket-shaped craft was sighted over Florida by Capt. Jack Puckett,

Army Air Forces, and the crew of his C-47. Captain Puckett released his report to NICAP—National Investigations Committee on Aerial Phenomena — of which I am director. But this case has never been made public by the Air Force.

This and hundreds of other reports, documented by NICAP and known to be in Air Force files, give massive proof that these huge machines, operating at fantastic speeds, are beyond the capability of Russia or any country on earth.

A third danger is the very real hazard to military and civilian air travel, including possible collision. Numerous sightings have been made by responsible pilots of almost every U. S. airline as well as foreign lines. In 1954, Brazilian passengers were badly frightened when a group of large flying discs raced around their plane.

For the most part these objects seemed harmless enough — as though they merely wanted to inspect our planes. Only once did an Air Force transport pilot and his crew report that a flying saucer showed signs of hostility. It happened on a night flight over the Pacific in 1958. Though the plane was not damaged, the pilot said he believed they were "shot at," because several aerial explosions, like anti-aircraft bursts, but blue-green, were emitted by the UFO. When the pilot fired a challenge rocket, a red flare and more bursts appeared as if in answer.

In March, 1957, a round object with a glowing rim suddenly appeared to one side of a Pan American Airways plane. Believing they were about to collide, the captain hastily zoomed, throwing several passengers from their seats.

Four months later, over Texas, a TWA Constellation was nearly hit by a strange craft which appeared "as if from nowhere." In an abrupt turn, the unknown machine swerved toward the airliner. Just in time the pilot dived, and the flying disc passed overhead.

Not so lucky were two Air Force officers. This tragic case, buried in Air Force files, involves the strange disappearance in 1953 of a F-89 jet with its pilot, Lt. Felix Moncla and the radar observer, Lt. R. R. Wilson. The F-89 was sent to intercept an unidentified flying object near the Soo Locks, Michigan. Minutes later Air Force ground control saw the jet and the UFO come together on their radar-scope.

At Truax Air Force Base, reporters were told, "The plane was followed by radar until it merged with an object 70 miles off Keweenaw Point in upper Michigan." Later the Air Force changed its story and said the jet presumably crashed in Lake Superior.

In 1956, passengers were exposed to possible danger when, on the night of April 8, American Airlines Capt. Raymond Ryan, with Co-Pilot William Neff, encountered a mysterious craft after leaving Albany. The weird object made a swift turn at about 1,000 miles per hour, from a hovering position, and then slowed to the airliner's speed. Radioing Griffiss Air Force Base, New York, Ryan reported the object. Even though it was against Civil Aeronautics Board policy, Ryan was told to abandon his course, follow the unidentified flying object and aid jets in an interception. Though the jets failed to appear, Ryan pursued the object to Lake Ontario, where it speeded up and disappeared.

In December, 1960, on a nation-wide TV program, the official Air Force spokesman denied this airline chase was ever ordered. But the proof is on record in a taped report by Ryan and Neff. Since the question of the right of the Air Force to expose civilian passengers to possible danger is involved in the case, NICAP has given the taped report to a Congressional committee.

The NICAP board of governors and its panel of technical advisors include some 200 military and aviation experts, scientists, astronomers, rocket and radar engineers and authorities in related fields. We of the board have also sent to Congress a confidential report on verified sightings of UFOs and documented evidence of the censorship, suppression or distortion of them by the Air Force.

The time is ripe—almost overripe—to face the facts, tell the public the truth and take steps to avert possible global tragedy.

Individual Congressmen have told NICAP they have been unable to get information about UFOs. Rep. Joseph Karth, House Space Committee member, said that high Air Force officers refuse to discuss UFOs even in closed sessions. Rep. Edgar Hiestand, after reading our confidential report, urged the Secretary of the Air Force to change the UFO policy and be frank with the public.

The Air Force has repeatedly told Congress that hearings could benefit only "sensation seekers and science-fiction publishers." NICAP feels that the good resulting from Congressional hearings would far outweigh any mercenary sensationalism which might arise as a by-product.

A sober warning that UFO censorship is dangerous has been voiced by one of NICAP's eminent members, the former Director of the Central Intelligence Agency, Vice-Admiral R. G. Hillenkoetter. Gen. L. M. Chassin, former NATO Co-ordinator of Allied Air Services, who is not a member of NICAP, has said, "It is of first importance to confirm these objects—if only to avoid the danger of global tragedy. If we persist in refusing to recognize the existence of these UFOs we will end up, one fine day, by mistaking them for the guided missiles of an enemy—and the worst will be upon us."

Senator Barry Goldwater, a jet-flying Air Force Reserve General, has gone on record with the statement, "Flying saucers—unidentified flying objects—or whatever you call them, are real."

Hermann Oberth, "Father of the V-2 Rocket" and a noted space-travel authority, says, "I believe the flying saucer comes from other worlds." William Lear, winner of the Collier Aviation Trophy, who has sighted a UFO, believes "the flying saucers come from outer space, piloted by beings of superior intelligence." Rear Adm. D. S. Fahrney, former Navy missile chief, has stated:

"Reliable reports indicate there are objects coming into our atmosphere at very high speeds. The way they change position would indicate their motion is directed."

Meanwhile, the Air Force, as a matter of principle, goes along pooh-poohing all reports of UFO sightings and the people who make such reports. Hundreds of important sightings have been concealed, denied or wrongfully explained to the public. Sometimes the explanations have been humorous to the point of ludicrousness.

1. In October, 1958, Army missile men near Derwood, Maryland, publicly reported the landing and take-off of a strange flying object near their Nike base. First Air Force explanation to the press: Light from torches of arc welders on a nearby transmission tower, reflecting "weirdly" from orange-colored trucks below. After the power company denied any welders were in the area, a substitute answer was given reporters: A 200-watt floodlight on a farmer's barn. A NICAP team, searching and photographing the area, found the only structure in sight not even wired for electricity.

2. A Naval Aviation photographic report, with motion picture film, showed a maneuvering UFO formation. Private Navy evaluation given to Air Force: Unknown objects under intelligent control. Air Force answer: Sea gulls.

Air Force regulation 200-2 is the culprit which keeps the public from knowing what Air Force investigations actually reveal. It states that "information regarding a UFO sighting may be released to the press or general public only if it has been positively identified as a familiar or known object . . . Air Force personnel will not discuss (UFOs) unless so directed and then only on a need-to-know basis."

One Air Force officer who rebelled against the secrecy under which he had to operate was Capt. E. J. Ruppelt, former head of Project "Blue Book," the Air Force's UFO investigation program. Ruppelt, who wrote *The Report on Unidentified Flying Objects* (Doubleday) in 1956, after leaving the Air Force, said, "I was continually told (by superiors) to 'tell them about the sightings we've solved . . . don't mention the unknowns.'"

One of the hair-raising cases which NICAP investigated in a four-year study was that of a sighting of UFOs operating over Washington, D. C., in 1952. We have the signed report of one of the Air Force observers at Andrews Air Force Base in which he said, "UFOs ap- *(continued on following page)*

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RADAR TEAM at Washington National Airport. Such a team in 1952 clocked UFOs passing over the capital at 7,200 m.p.h.

proached runway in orderly group, at 900 miles per hour; separated for high-speed maneuvers. Definite objects, estimated 150 feet in diameter." They were also tracked by the Washington National Airport radar at speeds up to 7,200 miles per hour, and were seen by pilots and tower operators.

Commenting on this extraordinary case, Ruppelt said, "The press was led to believe the Washington radar-visual sightings were only weather phenomena. Actually they're still unknowns."

It seems inconceivable that the Air Force can maintain indefinitely its wall of secrecy about a national hazard it attempts, in effect, to laugh off as a fantasy. If House Leader John W. McCormack has his way, the wall will soon crumble and the public will know all the facts.

"I feel that the Air Force has not been giving out all the information it has on UFO," he commented recently. "Whether the flying objects—those that refuse to be explained away—come from some other planet we don't know. On the evidence we have we can't pinpoint their source. But so many expert witnesses have seen them that their testimony can't be disregarded. It's not all imagination.

"It might be well for the House Committee on Science and Astronautics to hold hearings, either executive sessions or open hearings, to bring the matter up to date."

Representative McCormack is on the right track. History has proven that in our democracy it doesn't pay to hide the truth from our citizens, especially when that truth is of vital concern to all of us.

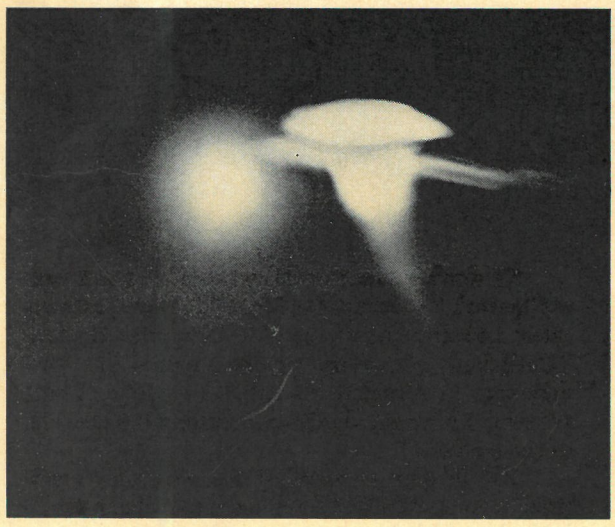
And here are some other steps that should be taken:

Defense personnel should be fully informed of UFO reality to reduce the danger of accidental war. Military pilots should be forbidden to fire on these strange objects for fear of retaliatory action. (Orders to attack them in the past may have accounted for a few disappearances of pilots and planes.)

A new government agency, free of military control, should be set up to release all official UFO information and conclusions; to expose false claims that might cause hysteria; and, as suggested by a Brookings Institute report, to prepare the public for any possible discoveries about other inhabited planets.

And, lastly, the public should be informed that the UFOs are *not* Soviet devices, by revealing Air Force proof that they are overwhelmingly superior to anything made on earth.

If sighted UFOs can be explained away by logical argument—fine. If they can't, then let's say so right off. The public is entitled to know.

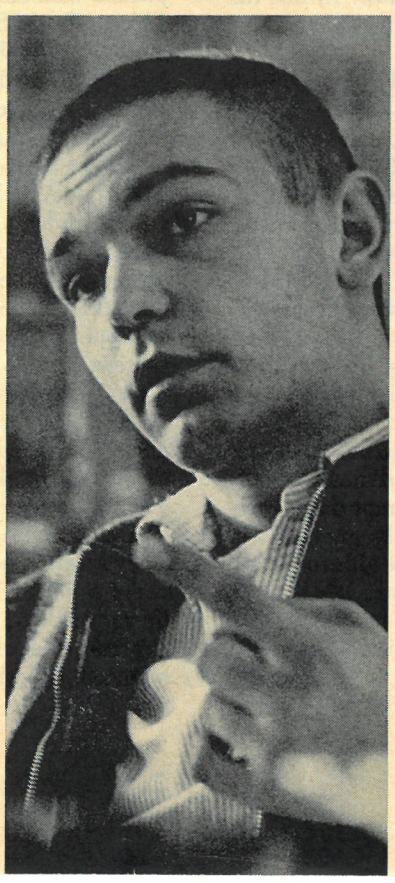


OUTER-SPACE GHOST STORY

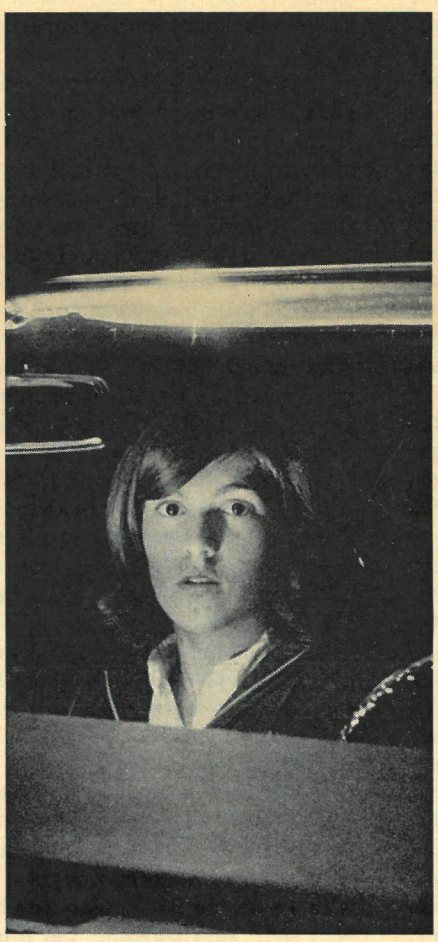
BY JOHN G. FULLER

Was it delusion? Or did more than 60 people living near Exeter, N. H., actually see huge flying objects resembling the one shown in the remarkable photograph above?

Police Officers David Hunt, left, and Eugene Bertrand of Exeter, N. H., joined Norman Muscarello back at the site where he had reported seeing a large, luminous, flying object. They watched it reappear.



Norman Muscarello, now in the Navy, says a large, airborne object hovered over farm near Exeter, then seemed to pursue him, on the early morning of September 3. He went to the police for aid.



While driving home with her mother, Sharon Pearce, 13, of Hampton, saw a disklike object hovering beside their car. It wobbled and rocked near them for minutes. Since then, they have seen similar phenomena.

AT 2:24 A.M. ON September 3, 1965, Norman Muscarello walked into the Exeter, N. H., police station, apparently near shock. Patrolman Reginald Toland, who was on duty at the desk, helped him light a cigarette before Muscarello was calm enough to talk.

He had been hitchhiking north on Route 150 from Amesbury, Mass., to his home in Exeter, a distance of 12 miles. The traffic was sparse, he said, and he was forced to walk most of the way. About 2 a.m., when he was passing an open field near Kensington, N. H., a huge object came out of the sky directly toward him. "The thing," as he called it, appeared to be 80 to 90 feet in diameter and had brilliant, pulsating red lights outlining an apparent rim. It wobbled, yawed and floated toward him, but made no noise whatever. He was afraid it was going to hit him and protected himself by diving into the shallow shoulder of the road.

The object backed off slowly and hovered directly over the roof of one of the two nearby houses. Finally, it backed off far enough for Muscarello to make a run for one of the houses. He pounded on the door, screaming. No one answered. At that moment, a car came by, moving toward Exeter. Muscarello ran to the middle of the road, waving his arms frantically. A middle-aged couple picked him up, took him into Exeter and dropped him off at the police station.

"Look," he said to Toland, "I know you don't believe me. I don't blame you. *But you got to send somebody back out there with me!*"

Toland, impressed by Muscarello's sincerity, called Cruiser No. 21. Within five minutes, Patrolman Eugene Bertrand pulled into the station. After he heard Muscarello's story, Bertrand, an Air Force veteran with experience in air-to-air refueling on KC-97 tankers, mentioned another strange report he had heard. He had been cruising on Route 101, approximately two miles from Exeter, about an hour earlier. He had come across a car parked on the bypass, and the woman at the wheel told him that a huge and silent airborne object had trailed her from the town of Epping, nine miles away. The object had brilliant, flashing red lights, she said, and kept within a few feet of her car. When she reached the overpass, it suddenly developed tremendous speed and soon disappeared among the stars.

"I thought she was a kook," Bertrand told Toland. "So I didn't even bother to radio in."

"This sounds like the thing you saw?" Toland asked Muscarello.

"Sounds exactly like it."

It was nearly 3 a.m. when Patrolman Bertrand, still trying to calm

continued

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The policeman shouted: "I see the damn thing myself!"

Muscarello, reached the field between the two houses. The night was clear, moonless and warm. There was no wind, and the stars were brilliant. Visibility was unlimited.

Bertrand parked his cruiser near Tel. & Tel. Pole #668. He picked up the radio mike to report to Toland that he could see nothing at all, but that Muscarello was still so tense about the situation that he was going to walk out on the field with him to investigate further. "I'll be out of the cruiser for a few minutes," he said, "so if you don't get an answer on the radio, don't worry about it."

Bertrand and Muscarello walked down the sloping field, Bertrand probing the trees in the distance with his flashlight. About 100 yards from the roadside was a corral, where the horses of the Carl Dining farm were kept. They reached the fence and still saw nothing, and Bertrand tried to convince Muscarello that he must have seen a helicopter. Muscarello insisted that he was familiar with all types of conventional aircraft and would have recognized a helicopter.

THEN, as Bertrand turned his back to the corral to shine his light toward the tree line north of them, the horses at the Dining farm began kicking and whinnying. Dogs in the nearby houses began howling. Muscarello screamed, "I see it! I see it!"

Bertrand turned, looked toward the trees beyond the corral. Rising up slowly from behind two tall pines was a brilliant, roundish object. It made no sound. It moved toward them like a leaf fluttering from a tree, wobbling and yawing as it did so. The entire area was bathed in brilliant red light. The white sides of Carl Dining's house turned blood-red. Bertrand reached for his .38, then thought better of it and shoved the gun back in its holster. Afraid of infrared rays, he grabbed Muscarello and yanked him toward the cruiser.

Bertrand called Toland at the Exeter station. "*My God*," he shouted, "*I see the damn thing myself!*"

Under the half-protection of the cruiser roof, Bertrand and Muscarello watched the object hover. It was about 100 feet above them, about a football-field's distance away. It was rocking back and forth on its axis, still absolutely silent. The pulsating red lights seemed to dim from left to right, then from right to left, in a 5-4-3-2-1, then 1-2-3-4-5 pattern, taking about two seconds for each cycle. They found it difficult to make out a definite shape because of the brilliance of the lights—"Like trying to describe a car with its headlights coming at you," Bertrand said.

After several minutes, the object began moving slowly eastward, toward Hampton. Its movement was erratic, defying all conventional aerodynamic patterns. "It darted," says Bertrand. "It could turn on a dime. Then it would slow down."

As it began to move away, Patrolman David Hunt, in Cruiser No. 20, pulled up by the pole. He had heard the radio conversations between Bertrand and Toland.

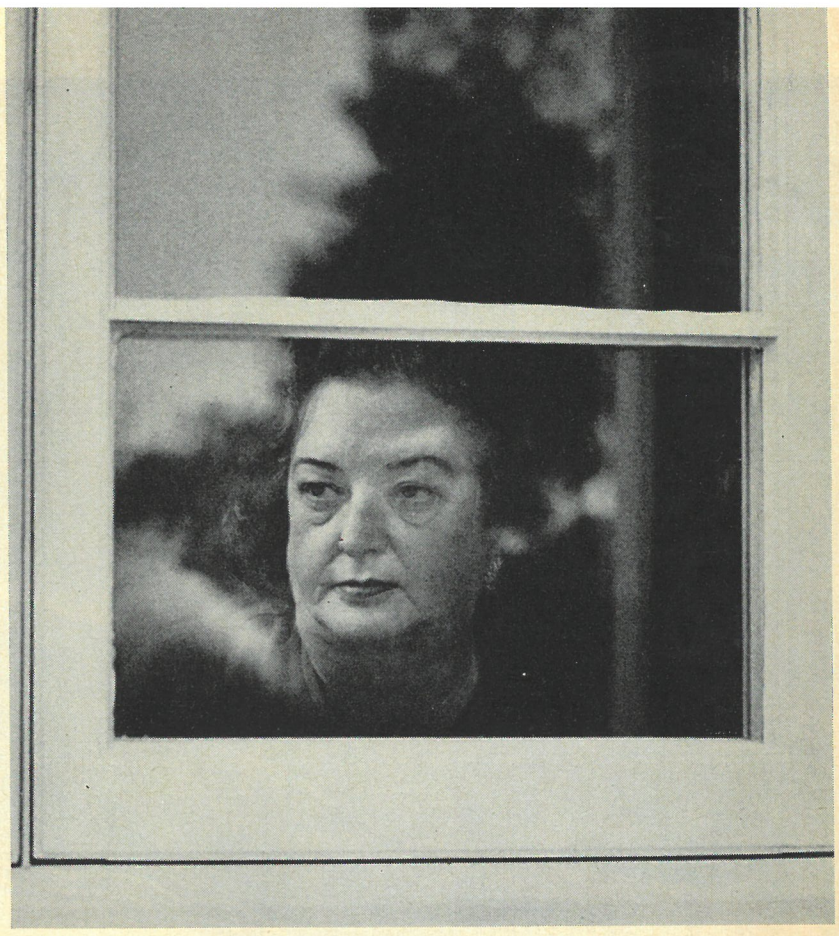
"I could see that fluttering movement," Hunt says. "It was going from left to right, between the tops of two big trees. I could see those pulsating lights. I could hear those horses kicking out in the barn there. Those dogs were really howling. Then it started moving, slow like, across the tops of the trees, just above the trees. It was rocking when it did this. A creepy type of look. Airplanes don't do this. After it moved out of sight, toward Hampton, toward the ocean, we waited awhile. A B-47 came over. You could tell the difference. There was no comparison."

Moments after the object slid over the trees and out of sight, Toland took a call from an Exeter night operator. "She was all excited," says Toland. "Some man had just called her, and she traced the call to one of them outside booths in Hampton, and he was so hysterical he could hardly talk straight. He told her that a flying saucer came right at him, but before he could finish, he was cut off. I got on the phone and called the Hampton police, and they notified the Pease Air Force Base."

The blotter of the Hampton Police Department covers the story tersely: "Sept. 3, 1965: 3 a.m. Exeter Police Dept. reports unidentified flying object in that area. Units 2, 4 and Pease Air Force Base alerted. At 3:17, received a call from Exeter operator and Officer Toland. Advised that a male subject called and asked for police department, further stating that call was in re: a large, unidentified flying object, but call was cut off. Call received from a Hampton pay phone, location unknown."

For days, Bertrand would think about the object he had seen. "The world is going so fast that it could be something from outer space. It makes you wonder. I want to keep my mind open, look for a reasonable explanation. But then, as I look back in my mind again, I wonder. When we watched it, Dave and I and the kid tried to listen, to hear a motor. We did everything to check it out. We weren't believing our eyes. We just couldn't come up with an answer. I kept asking Dave, 'What is that, Dave? What do you think?' He'd say, 'I don't know.' I have never seen an aircraft like that before, and I know damn well they haven't changed that much since I was in the service."

Lt. Warren Cottrell was on the desk at 8 o'clock that morning. He read Bertrand's report and called



Mrs. Virginia Hale of Hampton, a newspaper correspondent, reported a huge object that floated over her backyard. It gave off a violet light.

Pease Air Force Base to reconfirm the incident. By one in the afternoon, Maj. Thomas Griffin and Lt. Alan Brandt arrived. They went to the scene of the sighting, interviewed Bertrand, Hunt and Muscarello at length and returned to the base with little comment. By nightfall, a long series of phone calls began coming into the police station, many from people who had distrusted their own senses before the police report.

NIGHTFALL also marked the beginning of a three-week vigil by Muscarello, his mother and several friends. In the weeks before he was due to report to the Great Lakes Naval Training Center, he was determined he would see the strange object again. During this period, I also began a search that was to continue for many weeks. My objective was to bring out every fact possible in a single, limited area regarding an Unidentified Flying Object, commonly called a UFO.

I found Ron Smith, 17, a high-school senior, unpacking a carton of chicken soup in the grocery store where he works after school.

A few weeks earlier, young Smith had been riding around with his mother and his aunt, shortly after 11 p.m., not far from the spot where Muscarello had been hitchhiking.

"All of a sudden, my aunt told me to look up at the sky," Smith told me. "I stopped the car and looked up. I saw a red light on the top, and the bottom was white. And it glowed. It passed over the car once, and when it passed over and got in front, it stopped in midair and went back over again. It was huge. It headed over the car a third time and then took off. Zoomed off, fast. Wasn't even ten seconds getting away.

"It scared me, and I started to drive toward the police station to report it. But after I got partway, I came to my senses. I wanted to be sure we weren't just seeing things."

He returned to the place where he and his mother and his aunt had seen the object. "It was back there still. It was oval, not completely round. It didn't make much sound, just sort of a humming noise, like a cat when it purrs. Altogether, we must have watched it for about 15 minutes. The second time, it just passed over the car once and took off again. It wasn't a plane, it wasn't a helicopter."

The next lead took me to the office of Rusty's Taxi, where Lora Davis gave me her account. "It was about 2 o'clock in the morning," she said. "I was sitting up on top of Country Club Hill, and I looked up. I first thought it was a plane. . . . There was just a big, huge red light, blinking on and off. It started moving closer, my guess was about three miles away. It was too big to be a plane, the distance it was. It was coming in from the southeast, sort of parallel to the 101 bypass. Then it headed toward the ocean."

While I was there, a call came in on the taxi radio. It was the taxi-company owner. He had just heard via shortwave radio that a Mrs. Harlow Spinney in Stratham had recently spotted a UFO in broad daylight.

"I was driving from Exeter toward Portsmouth, and when I first saw it, it was in the distance," she told me. "When it got between two and three hundred feet of me, darned if it didn't turn around and come back, so I got a perfect view of it in broad daylight. It made no noise whatever, and it seemed to be intelligently guided. It looked spherical, but it was definitely not a balloon. There were no openings. If it had

continued

After sightings, some women were afraid to go out at night

been a B-47 or a B-52 jet—I know them so well because they pass over here all the time—it would have scared me to death at that altitude. I guess it was 30 feet or so in diameter, and it changed direction with a dartlike motion. Then it suddenly took off at a blinding speed."

MEANWHILE, another lead had come in from Russell Burbank, a reporter on the Boston *Globe*. Mrs. Virginia Hale of Thomsen Road, Hampton, had recently kept a UFO in clear view over a five- to ten-minute period, at dusk. Mrs. Hale, a stringer for the UPI and a local news correspondent, knew every conventional flight pattern at the Portsmouth air base, as well as those of the commercial planes. "I was standing by the sink, looking out the kitchen window, about 25 minutes after 6 in the evening. The reason it caught my eye was because it was bright and because it was going slow, very slow. So I automatically figured something was wrong. Then it stopped dead over by that house—about three times the height of the chimney—it just stopped dead. Now, you know four minutes is a long time, and that's why I hesitate to say that, but I'm pretty sure it was about that long. I marked my window here with a smear from my dishwater so I could remember where it lined up with the spot. Suddenly, this thing cut back toward the southwest, coming directly back and losing altitude fast. It was going so fast I thought it would crash. At this point, I could see underneath too. It was dome-shaped and flat underneath. . . ."

As I talked to policemen, taxi operators, high-school youngsters and housewives in split-level or farm homes, the other-worldly aspects of the sightings aroused strong curiosity after the initial shock.

A new lead took me to the home of Mrs. Rudy Pearce, on the Exeter-Hampton line. A delegation of neighboring housewives was waiting for me in her living room. Their accounts of multiple sightings continued for over an hour. Some of the women were afraid to go out alone at night. "Some of these things," said Mrs. Alfred Deyo, "sit in the air for as long as half an hour. Just sit there."

So many leads began coming in from the police blotter, newspapers and ordinary citizens that it was impossible to follow them all up:

- Near Bessie's Lunch, in Fremont, dozens of cars would gather nightly at the base of the power lines, along which the objects would hover.
- The Jalbert family, living beside the power lines, reported constant sightings, dull-orange disks moving erratically along the lines.
- The Chief of Police of Fremont, along with a half-dozen members of his family, saw an object hovering over his house and barn. An outside light, operated by a photoelectric cell, went out when the object appeared.
- Charlotte McFarland of Sandown stopped her car when a red, roundish object came down the power lines and headed toward her. It hovered, went up and down and moved erratically sideways.
- Mrs. Parker Blodgett, a correspondent of the Haverhill, Mass., *Gazette* and president of the New Hampshire PTA, saw a bright orange disk, "bigger than the moon" hover just outside her living-room window.

Meanwhile, Norman Muscarello continued his vigil on Route 150 during the three weeks before he joined the Navy. "He would sit all night long," says his mother, "and many times, I joined him. One night, all of a sudden, I saw it myself. You couldn't see the shape, but it came out behind some trees, like if it was just parked and just rose up. No sound at all. It was huge. There were lights on the bottom going around like pinwheels."

I RECORDED lengthy interviews with over 60 people. From the tapes, certain common denominators emerged:

Many observers were reluctant to report their findings because of the fear of ridicule.

Most people reporting sightings were familiar with commercial and military craft, could even tell the difference between B-47's and B-52's because of the constant traffic at the nearby Pease Air Force Base.

Most observers reported luminous disk-shaped objects, either white or orange, or changing in color. Many people said they saw the red pulsating lights around the rim, which often would speed up and whirl. Some noted cigar-shaped crafts. The phenomenon known as St. Elmo's fire was dismissed by experts as an explanation because the objects seen were constantly defined as structured craft rather than fire balls.

Many observers reported extreme low-level encounters, not more than five or six feet above the ground.

Most reported absolute silence by the objects, although in some cases a high-frequency hum was noticed.

A few noted the odd behavior of animals, as well as electrical, ignition and broadcast disturbances.

In some 200 pages of typed transcripts, 73 mentions were made that the UFO's were observed near or over high-power transmission lines.

None of this information is particularly new to NICAP—the National Investigations Committee on Aerial Phenomena in Washington—the privately-sponsored organization that has been collating statistics reported over the past 20 years. But an intensive investigation has not been focused on a single area to any measurable degree before.

While NICAP pushes its demands for public enlightenment on the subject, the Air Force maintains an attitude of almost complete silence. Any

continued

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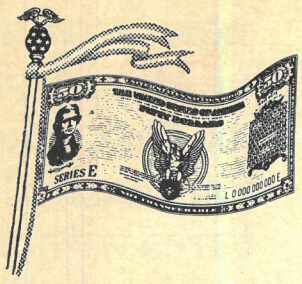

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Coastguardsmen seem to support the witnesses

air base receiving a UFO report sends an officer to investigate. The information is relayed to Wright-Patterson Field in Dayton, Ohio, where it is analyzed by scientists and technicians. The report is forwarded to the Pentagon, which claims that only 7.7 percent of the thousands of objects remain unidentified. The rest of the cases are ascribed to other causes such as temperature inversion, weather balloons, mistaken identity of planes, stars, planets, clouds, reflections and so forth.

It was through NICAP that I learned that the amazing UFO picture shown on the first page of this article had been taken by a youthful astronomer in Beaver County, Pa., northwest of Pittsburgh. I went immediately to western Pennsylvania to investigate.

James Lucci, 17, the photographer, had an excellent school record and the finest possible character standing in his community. He was taking a time exposure of the moon at 11:30 p.m., in the presence of his brother John, a biology major at Geneva College. Both watched it for several minutes. The picture was taken with a Yashica 635, with Altipan 120 film (ASA 100). The lens opening was f 3.5, set at infinity, developed with fresh D 76 at 70 degrees, with agitation. Four members of the photographic department of the Beaver County *Times*, a highly respected area paper, told me that the negatives of the two pictures Lucci took were not the result of faking nor the result of photographic accident.

A canvas of Lucci's neighborhood brought out a rash of stories almost identical to those of Exeter.

In early November, I returned to Exeter to gather more confirmation on the sightings. A particularly graphic one came from Joseph Jalbert, 16, a high-school junior with an excellent scholastic record. His house is almost under the poles supporting the power lines on Route 107. One evening at dusk, toward the end of October, he noticed a reddish cigar-shaped object high in the sky and was startled to see a smaller reddish-orange disk emerge from it and begin a slow descent toward earth. It drew nearer, then skimmed along the power lines and stopped within two hundred feet of him, just a few feet over the wires. Then, very slowly, a silvery, pipe-like extension descended from the disk until it touched the wire. It remained in contact with the power line for several seconds, then was retracted into the disk. It took off toward the sky with tremendous speed, found the cigar-shaped object again, and disappeared inside it. Joseph's mother, oddly enough, had sighted a similar object on a different night some 20 miles away.

Confidential comments made to me by coastguardsmen and military in the area support the laymen's testimony and confirm the reports of radar sightings and scrambling by jet fighters. Collusion, hoax or mistaken identity by so many people seems improbable. The continued official silence surrounding the subject of UFO's seems as mysterious as the Exeter story itself.

END

LOOK 2-22-66

ROBERT CENSONI

"I'll handle the controls!!"